

LOFAX 29

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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SECURITY INFORMATION

COUNTRY	USSR (Black Sea)	REPORT	
SUBJECT	Port of Novorossiysk	DATE DISTR.	27 November 1953
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THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.
THE APPRAISAL OF CONTENT IS TENTATIVE.
(FOR KEY SEE REVERSE)

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2. Two powerful searchlights, located on the coast at Mys Doob (N 44-37, E 37-54) and Sudzhukskaya Kosa (N44-40, E 37-48), swept both the sky and the sea with crisscrossing beams.

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5. [] observed no quayage on the bank between the outer pier to the east (indicated by 2 on the sketch) and the cement loading pier (1). The wrecks of barges and of other small craft lie on shore and in the water offshore; some of them are partially submerged. The superstructure of a merchant ship of medium tonnage juts above the surface, while the hull is completely submerged. (See 6".)

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6. Between the coal loading pier at 4 and the pier at 3 there is a shipyard which appears to be severely damaged. It was not in operation [] and seemed to be abandoned. Wrecks of ships and small craft lie on the shore. Some are half sunk offshore. Visible among these vessels is a German midget submarine. The cylinders and metal lockers (sic) are badly damaged; the sub has been left abandoned.

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7. The superstructure of another merchant ship, of medium tonnage, lies some distance from shore near the center of the port area. (See 6'.) The hulk

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(Note: Washington Distribution Indicated By "X"; Field Distribution By "#".)

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lies in a direct line with the head of the coal pier and the head of the pier at 6.

8. The coal pier is constructed of masonry and has berthing facilities. It appears to be in good operating condition. A two-story warehouse occupies approximately half of the length of the pier, from its shore end out. The warehouse has two loading platforms. One platform is on the ground floor at pier level. The second-floor platform juts balcony-like over the first and is congruent with it. [] a double-track railway on both sides of the pier. The tracks run between the warehouse and the edge of the pier and connect at the shore end with tracks leading inland. Eight overhead cranes, four on each side of the pier, service the railway. The cranes are mounted on tracks and have an estimated capacity of three tons each. 50X1-HUM
9. The cement loading pier at 3 is built of masonry. A one-story warehouse of recent construction occupies about two-thirds of the length of the pier. A single-track railway runs the length of each side. No lifting equipment was seen.
10. On the pier at 9, used for the loading of volatile fuels, [] a pipeline and a railway track broken at several points and in obvious disrepair. 50X1-HUM
11. Cars made of wood with metal framework traveled on the railway tracks which were operating. [] 50X1-HUM
12. Two small port service tugs lay at anchor in the vicinity of the pier at 6. Moored there also were a number of small naval vessels. [] 50X1-HUM
[] they were coastal patrol vessels. 50X1-HUM
13. Two Soviet passenger ships were anchored at the pier [] 50X1-HUM
These vessels departed at dawn []
14. In the tidal dock (see 11) there was moored a flotilla of small motor fishing vessels with metal hulls. [] many of the ships were working for a fish products factory near the tidal dock. 50X1-HUM
15. At the pier at 10 several harbor craft were laid up.
16. [] two 10,000-ton passenger ships in the postal service entered port. Each had two bridges on the upper deck, in addition to the forebridge. The approximate specifications of the vessels were: 150 meters long, 18 meters wide, 9 meters above the water line, speed 18 knots. 50X1-HUM
17. On the western side of the coal pier, toward the shore end, an iron pontoon with sheerlegs was moored. [] estimated [] capacity at about 30 tons. 50X1-HUM
18. A cement factory is located at the shore end of the coal pier. (See 1.) Another industrial installation, probably a chemical factory, is located almost in alignment with the shore end of the pier at 2. Under certain atmospheric conditions, the yellowish smoke which rises from the three chimneys of the factory spreads through the city and port area an unpleasant odor of rotten eggs.
19. [] approximately 2,000 workers are employed in these factories, working in six-hour shifts. Transportation between the city and the factories is provided by automobiles, which [] were vehicles left over from the war, of American and British make, and by a bus service which connects the city with the coal pier. 50X1-HUM

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[REDACTED] 50X1-HUM

20. A complex of barracks was observed about one kilometer south of the pier at 2. The barracks area is back about one hundred meters from shore and is completely enclosed by a wooden fence. Civilians were observed within the enclosure.

[REDACTED] 50X1-HUM

22. Civilian automobile traffic is rather limited. Most of the vehicles are jeeps and other American-made wartime cars.

23. A large number of Soviets in uniform were observed, including army, navy, and frontier troops.

24. With the exception of a small antenna on the radio station, [REDACTED] no defense installations or military buildings in the port area.

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25. An aircraft headed north from the open sea was sighted [REDACTED]

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Legend to sketch of Novorossiysk :

1. Cement factory.
2. Salvage pier. Wooden hulks of motor patrol vessels, motorboats, and various other craft are moored here.
3. Pier, in excellent condition. Accommodates several large, low-lying warehouses. The warehouses are in good repair.
4. Commercial pier. Serviced by six cranes, three on each side of the pier. The cranes are mounted on tracks and have swivel arms. Each crane has an estimated capacity of three tons. Eight cranes of the same type and capacity were observed at the head of the pier, near a pile of coal and ore. The pier accommodates several warehouses.

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- 4b. [redacted] a Soviet vessel of about 3,000 tons moored here. A cargo of iron ore was loaded aboard by four stationary cranes. Loading took about seven hours.

5. Bathing area and public beach. No cabins were observed.
- 6,6',6". Sunken hulks with an estimated displacement of 10,000 and 5,500 tons. Superstructures show above water.
7. Pier used by port service vessels.
8. Tidal dock, reserved for Soviet Navy use. The following were seen here:
 - a. Seven to ten large cylinders, each 12 to 15 meters long and about 9 meters wide, used to salvage ships.
 - b. A midget submarine, dismantled, and in obvious disrepair.
 - c. Two or three tugs of 500 or 600 hp, badly damaged.
 - d. Six or seven iron lighters, with a displacement of 100 or 150 tons, in a bad state of repair.

9. Pier normally used by postal steamers. [redacted]

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10. Headquarters of the State Navigation Society [redacted]

11. Zone reserved for tankers.

12. Fish cannery. Directly in front of the cannery are piers where the fishing vessels moor.

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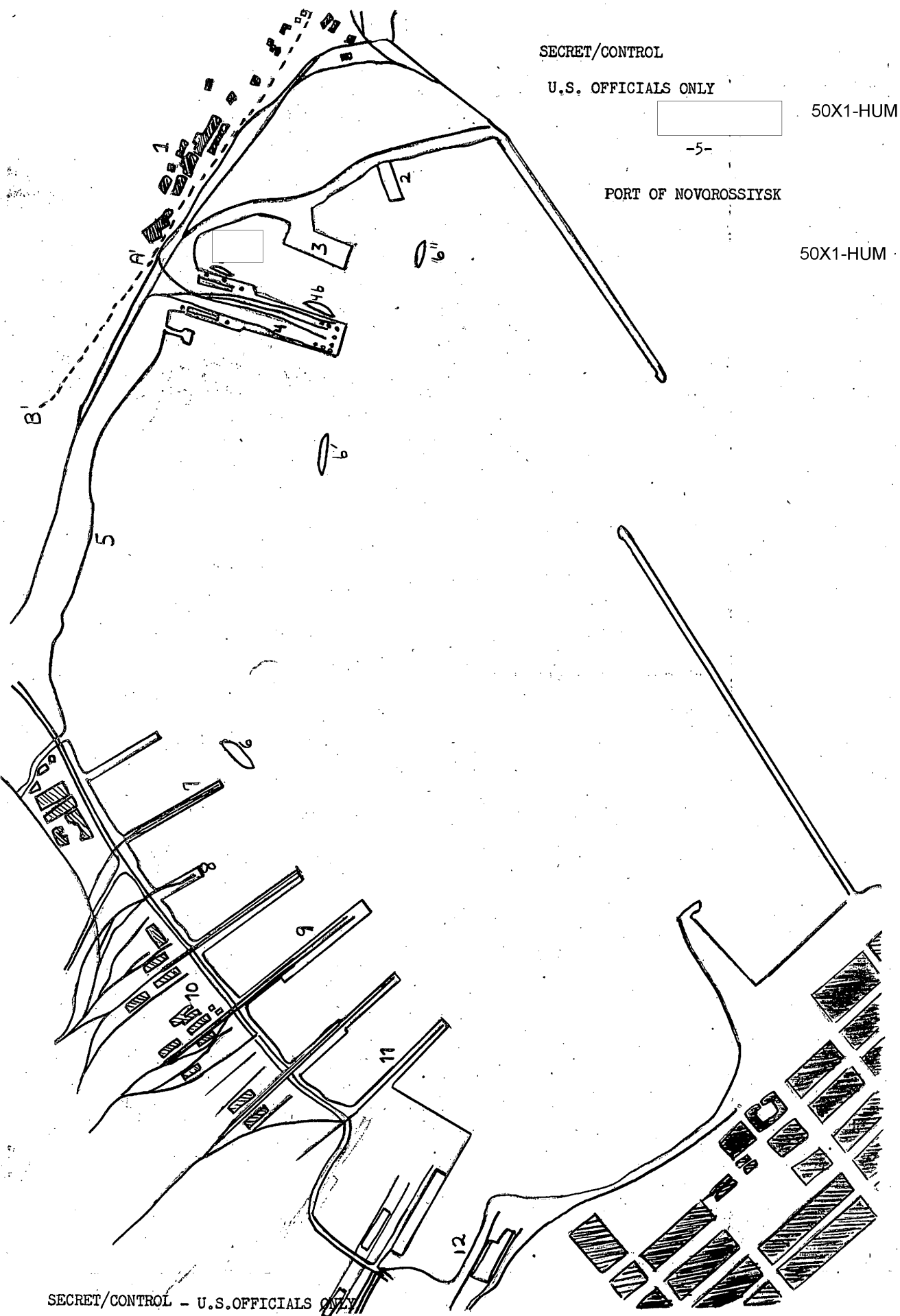
1. [redacted] Comment: The numbers on the sketch [redacted] do not correspond completely with those in the text of the report.

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2. [redacted] Comment: No such organization has been identified previously. It may possibly be a garbled version of All-Union Scientific-Engineering-Technical Society for Sea Transport (VNITOVTS).

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